

NINE ENTRIES IN FOR FOUR LEAF CLOVER AUTOMOBILE RUN

Promoter Expects the Total
to Reach Twenty-five
by May 7.

With the completion of the laying out of the route for the Four Leaf Clover Run of the Automobile Club of Washington, interest in this unique event is increasing. Nine entries have been received by Capt. "Ted" S. Johnston, who has charge of the run, and it is expected the number will be increased to twenty-five by the time the entries close on May 7.

Entrants and prospective entrants in the tour, which will open the automobile competitive season in Washington, will find much to interest them in William Bolger's "dope" on how to win a tour trophy. Bolger won the Glidden tour last year with a Chalmers "30," and as he knows every angle of the game, what he has to say about driving a car in endurance contests is of more than passing interest.

Three Factors Necessary.

"There are three factors always necessary to the winning of an endurance run," says Bolger. "They are a good car, good luck, and intelligent driving."

"Strategic as it may seem, success in driving in a tour is not so much a question of control of the car by the driver as it is the control of the driver by the car. Any one can learn in a few minutes how to control a car, letting in the clutch, shifting the gears, putting on the brakes and all that, but learning how to control one's self in the car is a different thing."

"An automobile is a temptation. In many ways it is the strongest temptation I know. It is a temptation which only a few can learn to resist. It is a temptation to speed. You can feel it in the throbbing motor. By just pressing a little button you can sail along faster than the wind. Once experience that sensation of speed and you always have a craving to experience it again."

"Hence, you must be always guarding yourself, for if you give way to the desire for speed on an endurance run you are lost. Another temptation is to take a short cut and throw up dust until you learn to like it. That is when you must be patient. You must endure the unpleasant feeling that you are temporarily behind in the procession for the sake of the bigger prize you thereby increase your chances of winning later."

Making the Controls First.

"The notice one gets for being the first in at the night controls is a nice thing, too, and it is natural to want that publicity. When I first began driving in tours I thought myself pretty smart to get in first at the night controls. After a few disappointments at the end of the tours I came to the knowledge that it is seldom the car that makes the controls first which wins the big honor at the finish."

"Take it easy. That is the best advice I know how to give any one who thinks of entering a long tour. I have a superstition that a car has feelings a good deal like people have. I think a car can be worried just the same as a horse or a man can be worried. And just as a horse or a man cannot do their best work when worried, so it is with a motor car."

A good car has a way of faking it easy on its own account if only its driver will study it bit by bit and enter it along."

"An automobile ready for a tour represents just so much endurance and energy. It starts with 100 per cent. Each mile it is driven takes away a little bit of its energy and lessens by a fraction its chances of remaining in absolutely perfect shape. It is the driver's business to make its mileage on the smallest possible consumption of his car's capital of energy. He should drive as if every rod of the road were fatal to his car's success, and yet he must do it with out worrying his mount."

"I think many drivers have made the mistake of trying to hang on to their perfect technical scores too long. At a baseball game you often see the pitcher give a base on balls for the sake of a chance at a double play, to retire the opposing side. Sometimes by taking a small technical penalty on the road you can save yourself many points in the technical examinations at the finish of the affair."

"The commercial traveler is abandoning the railroad trains for the automobile in covering his territory, and he likes the modern way better than the old, with its ever-recurring inconveniences," said W. E. Emerson, of Emerson & Orme, the Regal agents. "The train has to stick to the steel rails; the

Model 1 4-passenger Toy Tonneau Velle—Price, \$1,500.

THIS MODEL has nickel finish throughout—34 1/2 inch wheels—zigzag windshield—40 h. p. motor—full floating axles—Brown-Lipe transmission.

In the "VELIE 40" 1911 TYPES few mechanical changes have been made, these being along the lines of refinement of detail exclusively. The five-passenger touring car, four-passenger toy tonneau, and roadster, with option of single rumble, double rumble, or tourabout rear seats, are continued with but slight body changes. The line has also been increased by the addition of a Pore Door five-passenger car, four-passenger Torpedo, a Racytor Roadster, a two-passenger Roadster with torpedo body, a three-passenger Coupe, seven-passenger Town Car and Limousine.

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MOTOR DOM AGOG OVER SCOUT TRIP

Glidden Pathfinders to Have Auspicious Start for Ottawa
Tomorrow, With President Taft Giving the Signal and
Many Automobiles Escorting Party to City Line.

Washington motordom is all agog over the start of the Glidden reciprocity tour pathfinder.

With President Taft lending his official presence, the pathfinder crew will receive a great send-off tomorrow morning, when they depart on the 1,000-mile trip to the Canadian capital. The Stevens-Duryea car that was selected for the trip arrived in Washington last night, having been driven over the road from Philadelphia by Luther Young, who will pilot it throughout the pathfinder trip. Accompanying him was E. L. Ferguson, well known to Washington motorists through his association with the Munsey Historic Tour last year. Mr. Ferguson will compile the road data on the pathfinder trip. Howard Longstreth, chairman of the touring information board of the American Automobile club, who will be a member of the pathfinder party, and Nathan Lazarnack, the official photographer, arrived today. With S. M. Butler, chairman of the contest board of the three A's, they will compose the party that will blaze the route for this year's trip, which is expected to be the largest endurance contest ever held in this country.

The ceremonies attending the departure of the Glidden scouts will be brief. The pathfinder party will drive to the White House, where they will meet President Taft, who will give the signal for them to start on the long journey to Ottawa. The pathfinder party will be escorted out of the city by a large number of automobiles carrying members of the Automobile Club of Washington and their friends. At Laurel, Md., the party will be met by the members of the Automobile Club of Maryland who will lead the party and lead the way into Baltimore.

President W. S. Duval, of the Automobile Club of Washington, has requested the members to have their cars in readiness at 9 o'clock.

Herbert Lytle, the dean of American automobile racing drivers, who has driven in mighty hard luck within the past two years, is now confident his luck will change. He sustained severe injuries while racing a car after a two-months' trip in Europe. Lytle's next appearance will be in the 500-mile international sweepstakes race at Indianapolis Memorial Day, when he will pilot an Apperson "Jack Rabbit." Lytle says: "Every racing driver has his periods of good and bad luck and his periods of misfortune; some years he can't seem to lose, and other years, usually due to minor accidents, he can't seem to win. I have been racing on and off for fifteen years. Recently I've had more than my share of bad luck, and under the law of averages, I firmly believe I am now due to have another winning streak. I have secured the car I wanted, the Apperson Jack Rabbit, and I shall start in the big race on May 30 as confident of my success as I ever was in any race I ever entered."

J. H. Ebersole, distributor of Marion and Empire cars, left last night for Indianapolis on a visit to the two cities he represents in this city. The object of his trip is to hurry up shipments of cars. Mr. Ebersole expects to be away nearly a week.

In turning over his shops from the 1911 to the 1912 line of cars, the Packard Motor Car Company of Detroit, made notable progress toward its goal of continuous production at an even rate. Regular shipments of cars were shipped from the factory the last two days in March, when a clean-up was made for the season of 1911. Two weeks later the first of the dealers' demonstrators for 1912 were on their way to the Packard establishment in Chicago. Regular shipments to purchasers of new cars will commence early in May. All shipments follow a regular schedule conforming to dealers' allotments. These are made with a view to maintaining a uniform distribution of cars to all parts of the country.

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auto makes its own road. G. E. Robinson, representing a Pittsburgh house, with a large territory to cover, early last year bought a Regal '30' to make his towns in eastern Pennsylvania and northern West Virginia. He has made as many as thirty-five calls in a day, covering seventy-six miles of territory by the use of his Regal, whereas in the old days the same work required three days."

Miller Brothers point with pride to the fact that since February 1 they have sold sixty-three Ford cars. Latest purchasers of Ford machines include H. Shipp Brown and Melville Hopwood.

William Jennings Bryan does not fancy motoring at a high rate of speed. Likewise, he does not care to go slow. In Indiana recently he was taken a long distance in an inferior machine. The Nebraska asked if a better car could not be procured for the return trip. He wanted less jolting up and down and more progress forward. A well-known merchant was asked to allow Mr. Bryan to ride with him to Terre Haute. The merchant, of course, was pleased to take the distinguished passenger aboard. It seems the merchant has one of the speediest cars in that section of the country, and within a few minutes the party was clipping it off at a sixty-mile gait. Mr. Bryan was on the front seat, and was heard to say: "This is a dangerous speed."

"I am not so much for you to worry about," confided the merchant, who was himself driving. "I own the car. It is fully insured."

Many prospective purchasers of electric machines visited the new salesrooms of Earle & Allen, at 1610 Fourteenth street, last week to inspect the line of Hupp-Yeats electric cars. The Hupp-Yeats is an electric of unusual design, and it bids fair to achieve a great deal of popularity in Washington.

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FIFTEEN THOUSAND DOLLARS IS KICKED ABOUT IN STREETS

French Poodle, Worth That
Sum, Running Loose, Despite
Reward Offer.

PHILADELPHIA, April 23.—Fifteen thousand dollars is and has been for two days running loose somewhere in the lower end of Montgomery county. Several persons have had it in their hands, and have literally kicked it away from them, thereby losing a reward in real money offered for the return of the original loss.

The \$15,000 is in the shape of dog flesh, valued approximately at \$1,000 a pound, and is carried about on a French poodle which belongs on the estate of the late James Sinnott, who was a wealthy whisky rectifier of the lower Merion section. The dog disappeared Wednesday.

Five minutes before the receipt of the general alarm sent out by telephone the poodle, with a length of chain dragging, walked into a cigar store in Fayette street. There the pet of wealth got a kick and was chased from the store.

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SALESGIRL WIFE TIRES OF WEALTHY STUDENT HUSBAND

Harvard Romance Broken
When Bridegroom's Parents
Refuse Blessing.

BOSTON, April 23.—Mrs. Helen Roche Glass, who was married on February 23, after a romantic elopement with Graham Glass, Jr., Harvard student and son of wealthy parents of Portland, Ore., has brought suit for divorce after little more than a month of wedded life. The suit is the result of her failure to reach an agreement of reconciliation with the parents of her husband.

Mrs. Glass declares that she has been "cruelly and wantonly deserted by Graham Glass, Jr., and that he has neglected to provide for her."

The divorce libel created but little surprise among the friends of the couple, although Glass has stoutly maintained that he and his wife had not separated and had no disagreement, despite the fact that she was dwelling on Everett street, Cambridge, and he was back with the "Gold Coasters" in Ridgely Hall.

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